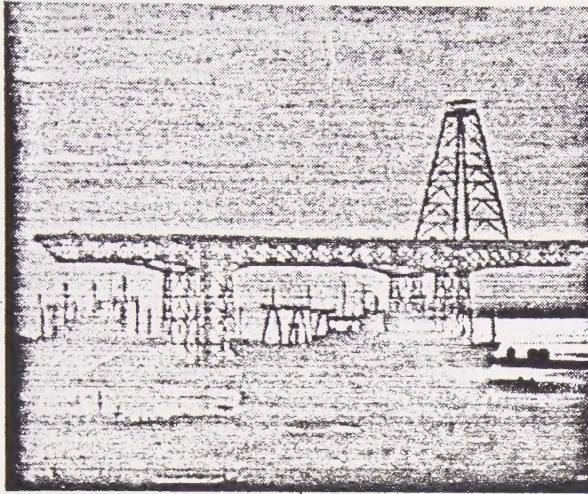


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## HUNTERS POINT SHIPYARD

LAND USE PLAN

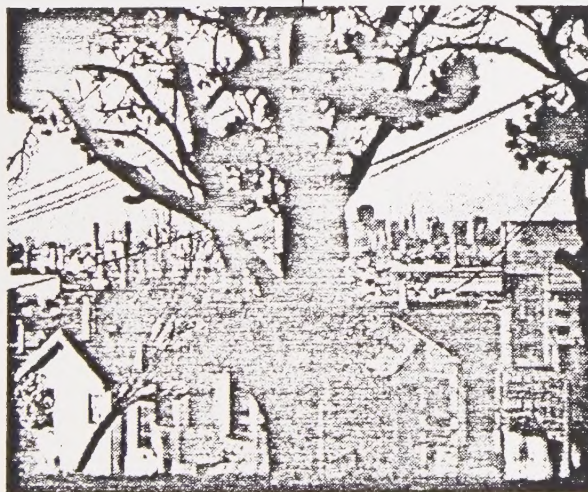


# design for development framework

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San Francisco  
Planning Department

November 1995



## HUNTERS POINT SHIPYARD DESIGN FOR DEVELOPMENT FRAMEWORK

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**Publication:**  
November 1995

- This study was prepared under contract with the San Francisco Redevelopment Agency with financial support from the Office of Economic Adjustment, Department of Defense. The content reflects the views of the Planning Department for the City and County of San Francisco and does not necessarily reflect the views of the Office of Economic Adjustment.



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1. The first part of the report is a general introduction to the project. It describes the purpose of the study and the objectives that were set at the beginning. It also provides a brief overview of the methodology that was used to collect and analyze the data.

2. The second part of the report is a detailed description of the data that was collected. It includes information about the sample size, the demographic characteristics of the participants, and the specific measures that were used to assess the variables of interest.

3. The third part of the report is a presentation of the results of the study. It includes a series of tables and figures that show the mean scores, standard deviations, and correlations between the different variables. It also includes a series of text descriptions that explain the meaning of the results and how they relate to the research hypotheses.

4. The fourth part of the report is a discussion of the implications of the findings. It considers the theoretical and practical significance of the results and discusses the limitations of the study. It also suggests some directions for future research that might be helpful in understanding the phenomena that were studied.

5. The fifth part of the report is a conclusion that summarizes the main findings of the study and provides a final statement about the overall results. It also includes some suggestions for further research that might be helpful in understanding the phenomena that were studied.

6. The sixth part of the report is a list of references that includes all of the sources that were cited in the text. It is organized alphabetically by the author's name and includes the full citation information for each source.

7. The seventh part of the report is an appendix that includes any additional information that might be helpful in understanding the study. This might include raw data, additional tables or figures, or other relevant information.

## I. INTRODUCTION

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### Purpose

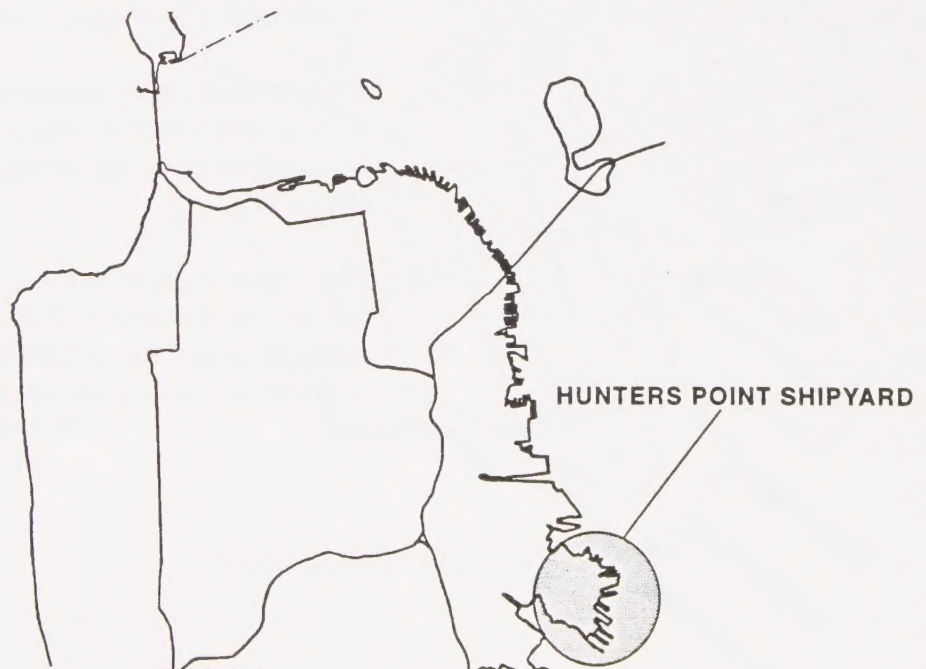
The purpose of this document is to put forth, in draft form, the proposed *development controls* for the Hunters Point Shipyard. Some basic definitions helpful in the understanding of this report can be found on the following page. These draft controls relate directly to the *Proposed Draft Plan* (March 1995). They provide additional details on the land use locations and the pattern for the built environment at the Shipyard. As a draft, this document will be subject to revisions by the Redevelopment Agency and Planning Department. Subsequent drafts of this document will be presented to the Hunters Point Shipyard Citizens Advisory Committee for comment and suggested modifications. A final draft of this document is scheduled to be prepared next summer by the Redevelopment Agency as part of the Redevelopment Plan for the Shipyard.

This report contains no specific information on streetscapes, parking standards and the design of intersections. A detailed report on both streetscapes and intersection designs will be presented in a forthcoming report. The anticipated date of a streetscape report is this winter.

### Document

### Organization

The document is organized to provide an overview of the concepts that form the proposed development controls for the entire Shipyard. This general overview is contained in the second section entitled *Design Objectives*, in which the reader will find the general concepts underlying the specific development standards and guidelines that follow. The third section of the report contains sub-area specific *design guidelines* provided in detailed graphics and text. In the fourth and final section of the report the *development standards* are presented in a series of maps.





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## Definitions

### Development Standards:

These are rules that will govern the development and build-out of the Shipyard. They specify land uses and their locations, building heights, intensities and form. There may be points in the document when *Development Standards* are referred to as *Development Controls*. These terms can be used interchangeably.

### Design Guidelines:

These are design recommendations on how to best achieve those elements of the Shipyard development that are not strictly regulated by *Development Standards*.

### Floor Area Ratios(FAR):

These ratios specify how much commercial development is permitted on a specific site. A 1 to 1 (1:1) FAR means that for every square foot of lot area, one square foot of commercial activity could be developed on the site. For a 2 to 1 (2:1) FAR two square feet of commercial use could be developed for every square foot of lot area. For a more detailed definition of FAR, please refer to Section 124 of the San Francisco Planning Code. It is one of the recommendations of this Design For Development Framework to exclude live/work and dwelling units from the FAR calculations in order to encourage their development in upper stories of new buildings at the Shipyard as an exception to Section 124 of the Planning Code.

### Bulk:

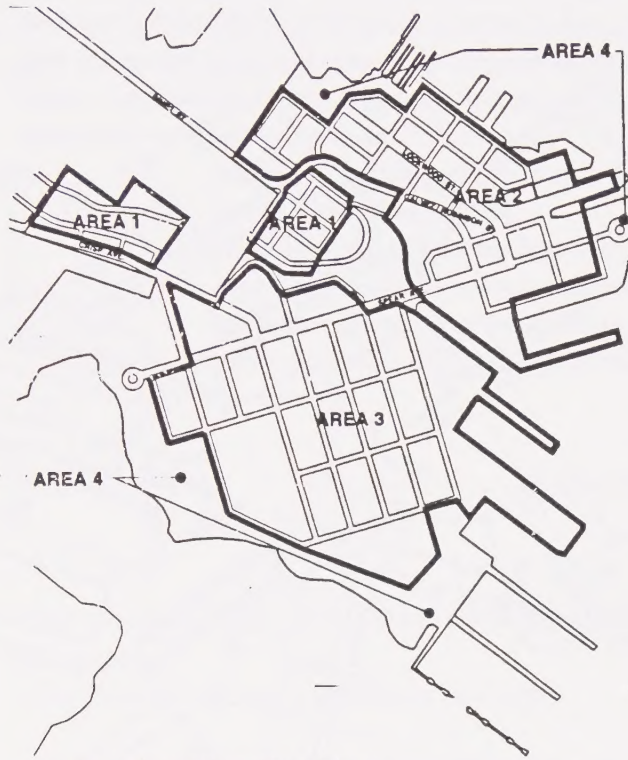
These standards specify the maximum physical dimensions of upper stories of new buildings. For greater detail on bulk standards please refer to Planning Code Section 270.

### Density:

These standards specify how many dwelling units can be built on a parcel of land. For example, in the high density residential areas of the hill, the density standard calls for no more than one dwelling unit for every 600 square feet of lot area.



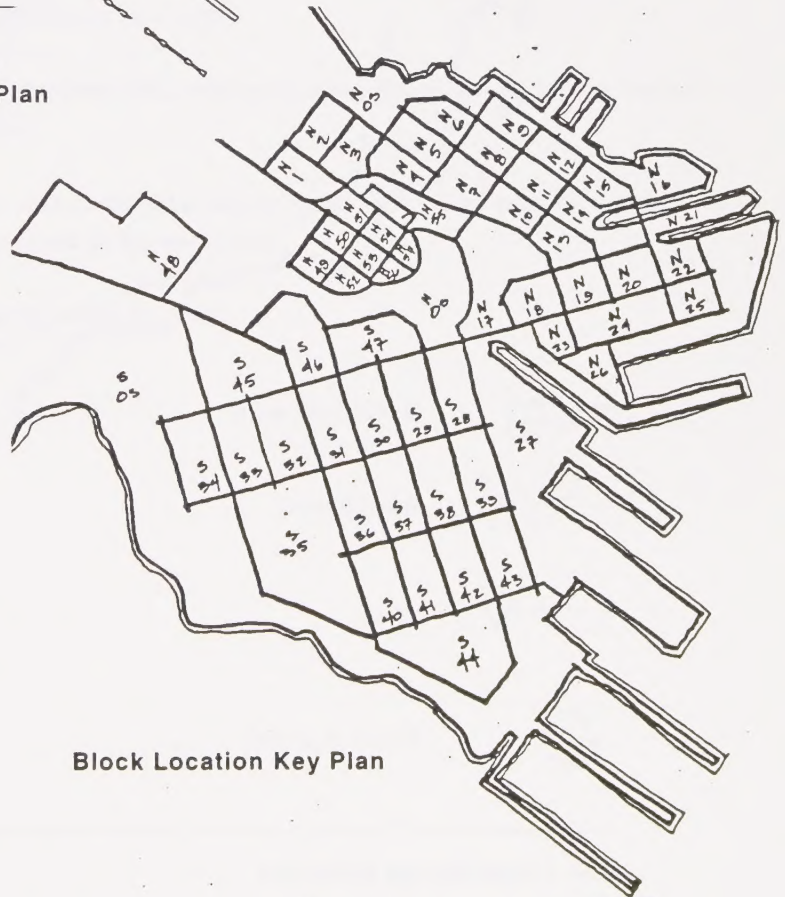
## Key Maps



Area Location Key Plan

To facilitate the development of the design and development standards, the Shipyard site was divided into four sub-areas: the Hill Housing Area (#1), the Lockwood Landing area(#2), the Industrial & Research and Development Area (#3), and Waterfront Open Space (#4).

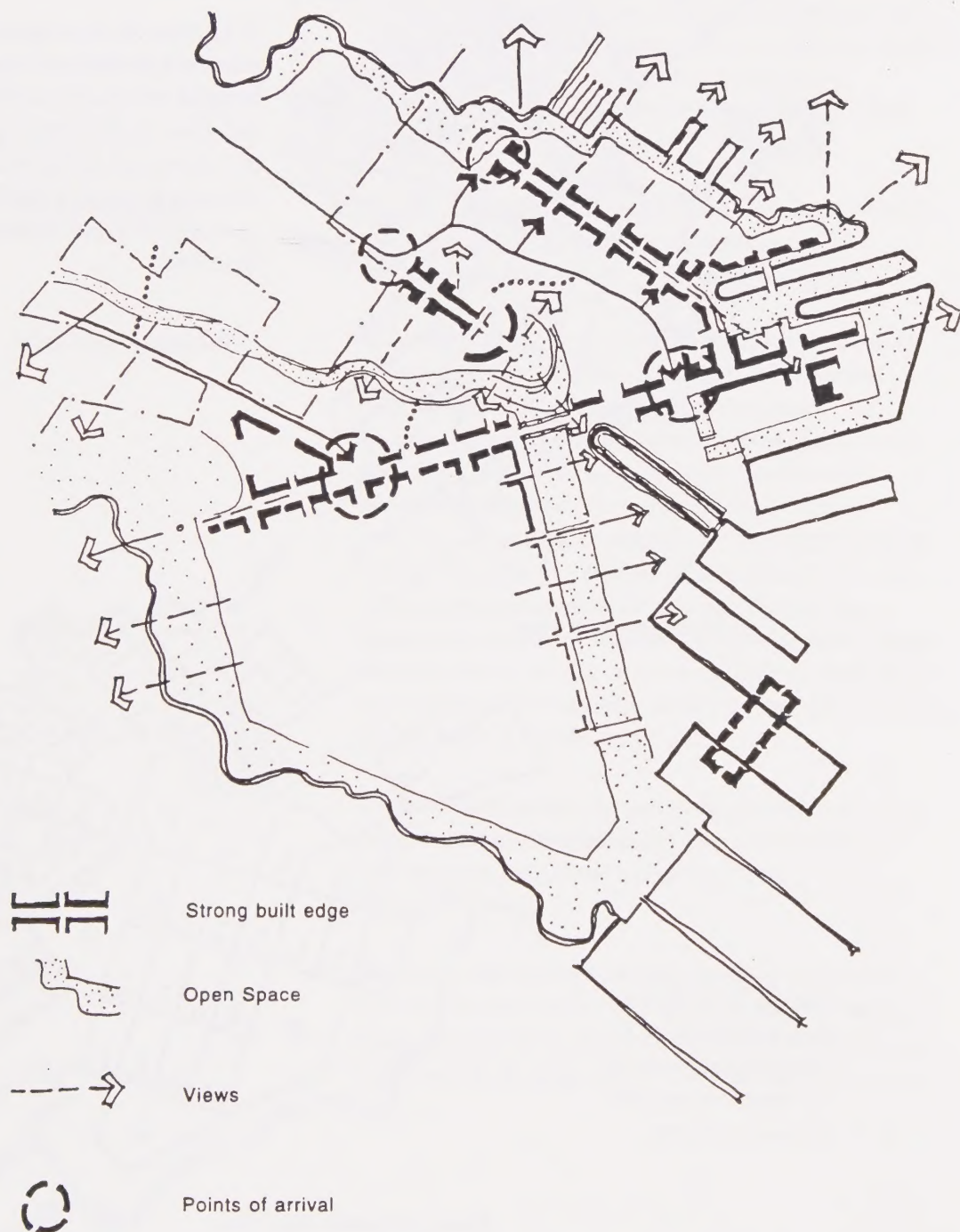
The blocks on the site were also numbered for reference since some of the streets are unnamed and blocks are new.



Block Location Key Plan

## II. DESIGN OBJECTIVES

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**General  
Design  
Concepts**

The *Design for Development Framework* supplements the forthcoming *Redevelopment Plan* for the Hunters Point Shipyard, focusing on physical form, location and design character of buildings, open spaces and neighborhoods on the Shipyard for both individual projects and as a coordinated whole. Applications of these *development standards* and *design guidelines* will establish a new urban fabric on the Shipyard which:

- extends the best features of memorable San Francisco neighborhoods with fine texture and activity centers;
- builds upon the unique character of the Shipyard itself;
- assures the flexibility to accommodate the targeted job-producing industries and businesses in a manner hard to find in any other part of the City; and
- incorporates arts programs linked to all aspects of the Hunters Point Shipyard development.

Major natural and designed features of this proposed plan area are shown in the diagram on the facing page:

- The “Main Street” loop with a strong built edge;
- The Open Space system of waterfront trail, urban open space, the hill point, and the “central sports park” all linked together;
- The views to the north, east, and southwest as well as major focal points on the site such as the Drydocks and the Regunning Crane on the waterfront;
- Major points of arrival from the north and south.



---

**Objectives for Design and Development** The following objectives are from the forthcoming *Draft Area Plan* for Hunters Point Shipyard. These objectives help to compose the framework for the *development controls* or the *Design for Development* at Hunters Point Shipyard. All of these policy statements can be supported by the current objectives contained in the San Francisco Master Plan.

- Develop a balanced neighborhood of businesses, cultural facilities, housing, community services, educational facilities, open spaces and recreational facilities that minimizes land use conflicts and is integrated into the Bayview Hunters Point neighborhood.
- Create and emphasize an urban pattern which is based on and enhances the site's natural features and provides a sense of integration with the adjacent San Francisco pattern.
- Create an attractive and distinctive visual character for the Shipyard which respects and enhances the natural features, the history and the vision for mixed-use site development oriented toward arts and industrial uses.
- Conserve and enhance existing historic resources which provide continuity with the community's history and culture.
- Guide and encourage the development of well-designed, new residential areas at Hunters Point Shipyard which assist in meeting the City's housing needs.
- Assure that adequate community services and facilities are provided for Hunters Point Shipyard residents and its working population.
- Achieve a balance between conservation, use and development of Hunters Point Shipyard's natural resources.
- Enhance, develop and protect the physical environment of the arts in the Shipyard.
- Establish a system of active and passive public open spaces on the Shipyard that are sufficient in quantity, appropriately distributed and exemplary in their design quality and their ability to serve a diverse population and range of activities.
- Maintain and enhance significant segments of the Hunters Point Shipyard shoreline for public access and recreation.
- Maximize the educational value of all buildings, streets, and open spaces on the site so that functions and history are understandable for all users, especially children.

### III. DESIGN GUIDELINES

---

This section of the *Design for Development Framework* presents detailed *design guidelines* for Shipyard sub-areas. As *guidelines*, these recommended design features have been developed to provide a flexible framework to help shape the Shipyard development within the context of the more regulatory *development standards* that are described for the entire site in Section IV of this report. There are portions of the *design guidelines* that are repeated as *development standards*. In all cases where duplication of *guidelines* and *standards* occurs the *standards* shall be the rule. In the discussion of design guidelines that follows there are also some *development standards* put forth. The *development standards* in this section of the report are highlighted with a ***bold italic type face***.

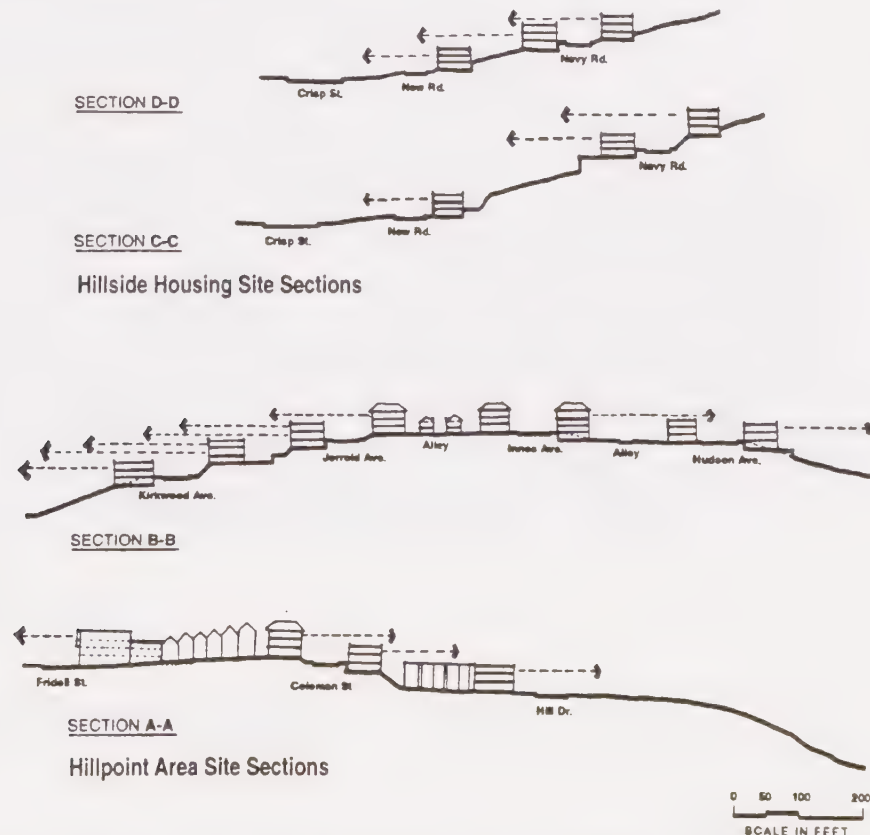


## AREA ONE: HILL POINT NEIGHBORHOOD

### General Concepts

Housing on the hill should be developed to form a moderate density residential neighborhood, with a mixture of traditional small lot development along with options for whole block development which maintains the small-scale character. A few existing historic dwelling units on Hudson Avenue should be preserved and respected in the design of new housing on this street. The hill is elevated above the commercial and industrial areas, and the dwellings should be organized to maximize the excellent views to the water and accentuate the hill form without disrupting the urban pattern when viewed from other areas. Site and structural design should be energy and resource efficient and, at a minimum, consider use of both active and passive solar systems. Sun exposure of public and private open space should be maximized.

The core of the residential area on Innes Avenue will be the area with the greatest density and height to accentuate the hill crest. Small-scale local-serving retail and services should be provided at the ground floor at the corners of Innes and Friedell. The housing on the side streets overlooking the bluffs can be lower density, with one- and two-family dwellings separated to allow views between the buildings. Buildings along the crescent demand special design attention, as they provide a strong identity for the neighborhood. The crescent borders small neighborhood-serving play areas uphill and fronts on Hill Point Park which will serve the entire area with exceptional open space opportunities.



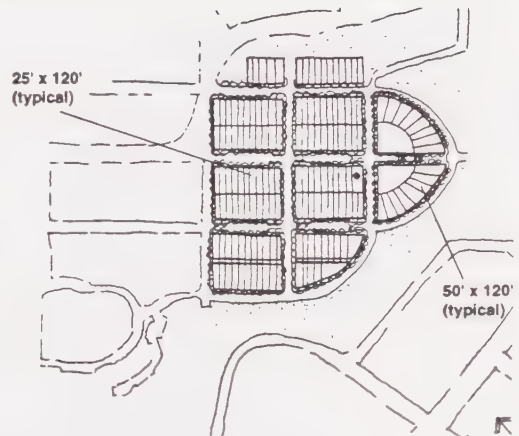
Hillpoint Neighborhood Area Site Sections





## Density

•The housing area is divided into three density types (see map on page 38 ). The highest density areas should be located on the Innes Avenue extension. Moderate density should be provided along Jerrold and Hudson Avenues and on the hillside parcel. Lower density should be provided on Kirkwood and on the eastern side of Hudson. Maximum build out would yield a total of approximately 610 dwelling units on the eastern portion and approximately 200 units on the western hillside portion.



lot diagram

## Use

•Residential uses in multiple-unit buildings and single-family dwellings could be mixed as appropriate within the density and height limits established. Minimal ground floor neighborhood serving commercial support should be integrated into the neighborhood fabric at the corner of Friedell and Innes Avenue extension.

## Heights

•*40 feet is the maximum allowable height except where otherwise designated (see map on page 36).* The Innes/Friedell, Innes/Donahue, and Innes/Coleman intersections should be marked by larger volume buildings (three lots, 50 feet height max.)



Victorian house on Hudson

## Lots & Frontage

•The standard lot size is 25 feet wide by 120 feet deep (see diagram on page 12).

•Single lot development is encouraged for lots on the south side of Hudson, the north side of Jerrold, the south side of Kirkwood and for the lots on the crescent. If multiple lots are used for development, there should be one entrance every 25 feet. Multiple lot developments should be distinguishable at 25 feet increments and modulated at 50 feet.

•*Provide front setbacks of five feet on Jerrold, Coleman and the crescents and ten foot front setbacks on Kirkwood, Hudson, Navy Road and the Oakdale Avenue extension. No setbacks should be allowed on the Innes Ave. extension.*



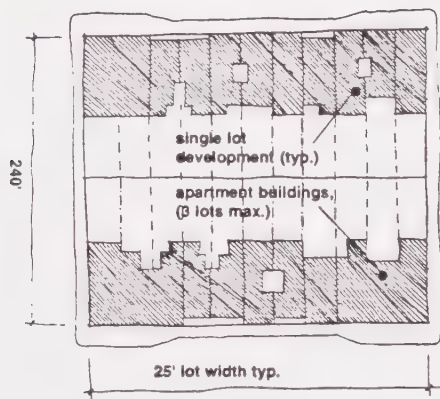
Stucco house on Hudson



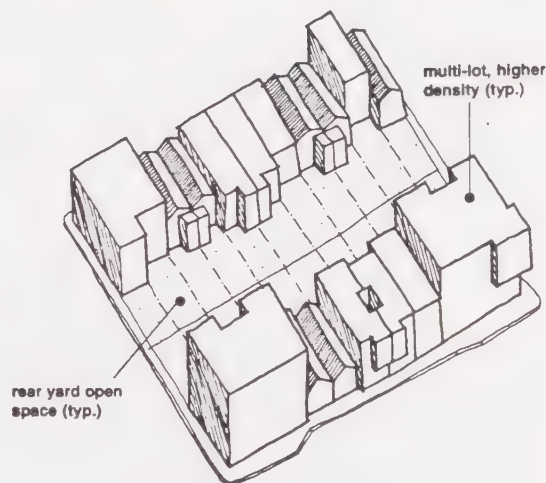
view looking north from Innes Avenue extension



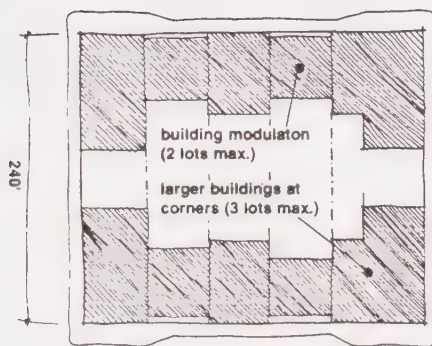
# EXAMPLES OF BUILD OUT PATTERNS



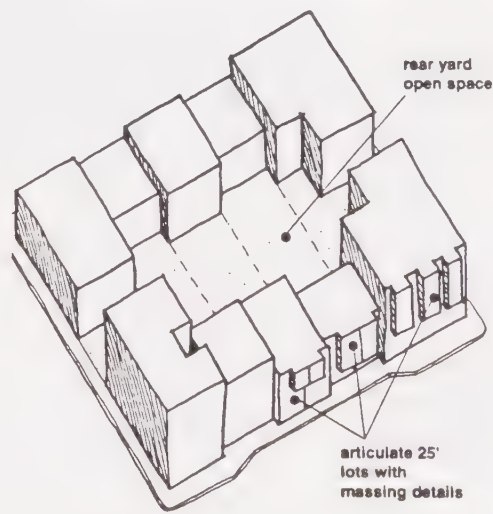
Single Lot Development



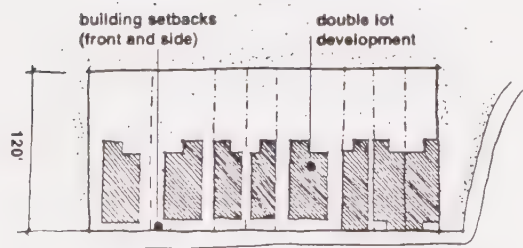
Single Lot Development massing



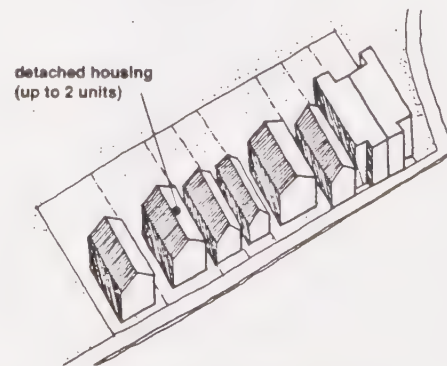
Entire Block Development



Entire Block Development Massing



Low Density Block Development



Low Density Block Massing



Housing Development Details

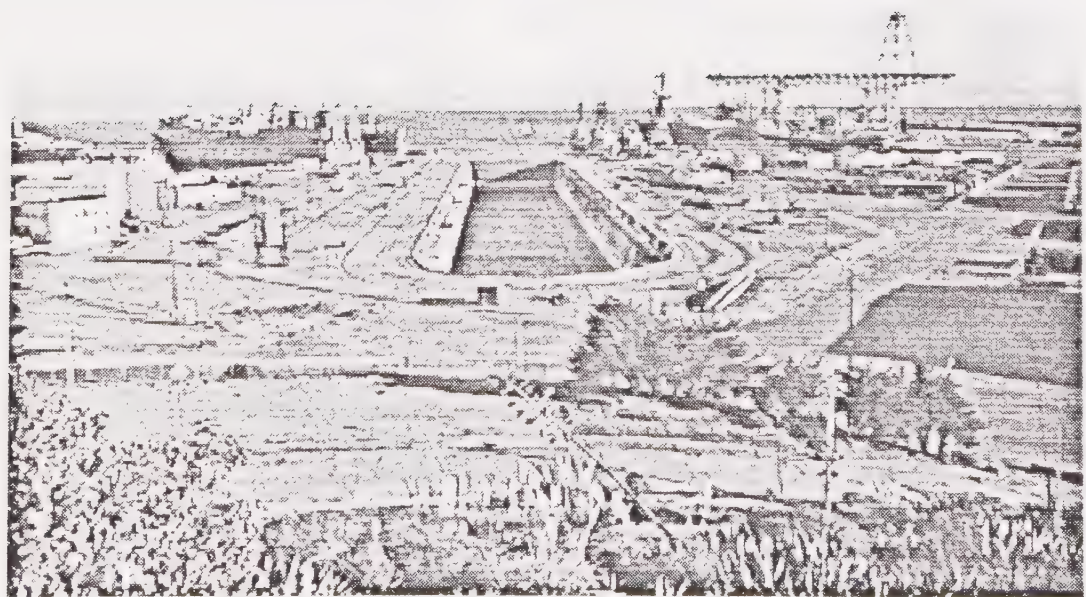
**Architectural Details** •Texture and detailing of building faces visible from public streets should be consistent with similar residential districts in the City.

•*All units should be oriented with a primary entrance from the street. These entrances should be made prominent.*

•Provide semi-private transition zones (e.g., porches, stoops, and steps) in front of all residential buildings. Porches are required in the low density areas (1:1,500 square feet).

•Parking garages should be paired to minimize curb cuts with a maximum ten feet per driveway. Multi-lot development may be built on a parking plinth to take advantage of the natural slope of the site. Such parking should be accessed along the north-south axis. Surface parking lots are strongly discouraged.

•Ten foot wide sidewalks are standard, and at the intersection, the sidewalk should be widened into the parking lane to provide "snippets" of open space. Street trees are recommended on all streets, with additional trees and benches at the intersections.





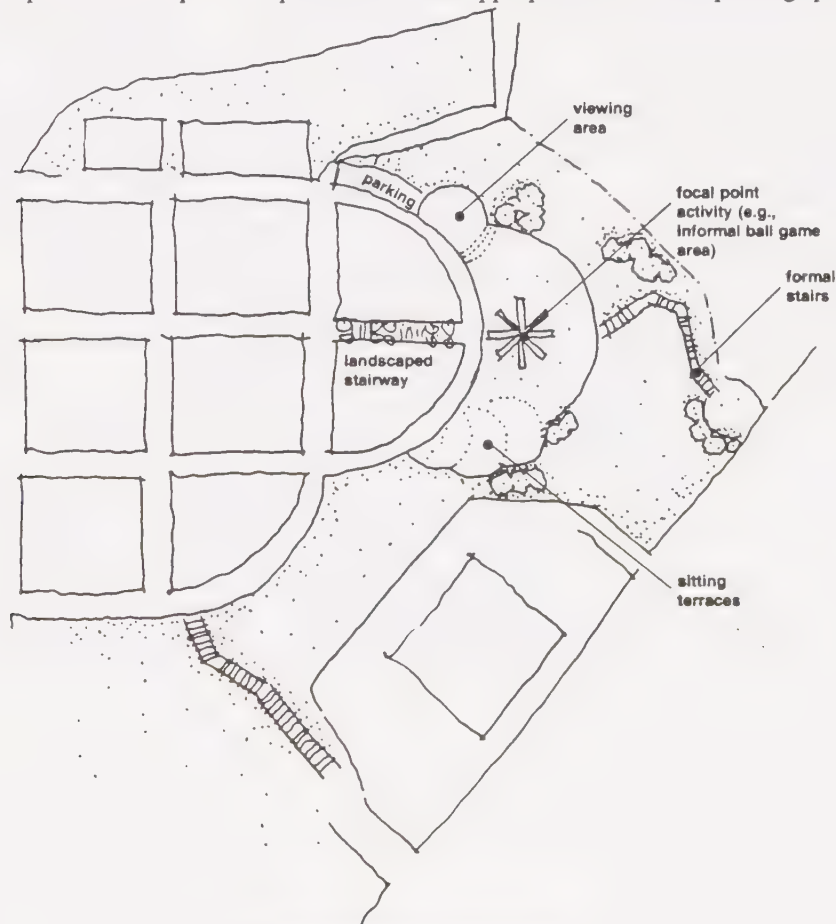
## AREA ONE OPEN SPACE: HILL POINT PARK

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### Intent

Hill Point Park is an open space approximately three acres in size and located at the southeastern end of the hill-top residential area. It is semicircular in shape, rather flat and features spectacular views. The park is intended to function foremost as a neighborhood park for residents on the hill. Hill Point Park will serve all age groups and a wide variety of uses. It should include children's play areas, sitting areas, picnic and barbecue areas, lawns for playing softball and frisbee, areas for large neighborhood gatherings as well as places for quiet relaxation. The park is envisioned as informal and flexible with softscape (e.g., landscaping and grass) as well as hardscape (e.g., pavements and other hard surfaces) in areas that are heavily used. The park design should enhance views. Since the site slopes slightly a series of terraced areas could be considered. Pedestrian paths should connect the park to the commercial area on Spear Avenue and a walkway with a formal stair design at the foot of the hill should also connect it to Central Sports Park and to Lockwood Landing Plaza.

Another function of Hill Point Park is as a lookout point since it provides a great overview of the Shipyard as well as spectacular vistas of the Downtown, East Bay and South Bay. For this reason a formal landscaped viewing area with seating should be created, somewhat separate from the neighborhood portion of the park and provided with an appropriate number of parking spaces.



Hill Point Park Schematic Plan

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The park together with a new neighborhood center/museum building can also be envisioned as an incubator of new concepts and ideas, where residents, artists, educators, manufacturers, apprentices, school children and researchers come together in a creative learning process to devise ideas, ways and strategies as to how the Shipyard should evolve. Certain tenets or themes could be developed (e.g., energy conservation, environmental responsibility, the neighborhood as a holistic learning environment) which would inform the implementation and construction of the site as well as set an example and disseminate ideas for new ways of manufacturing, doing business, living and building. This center would be another element in fulfilling the overall goal of the Shipyard as an education/ learning/ arts center and a beacon for innovative ideas.

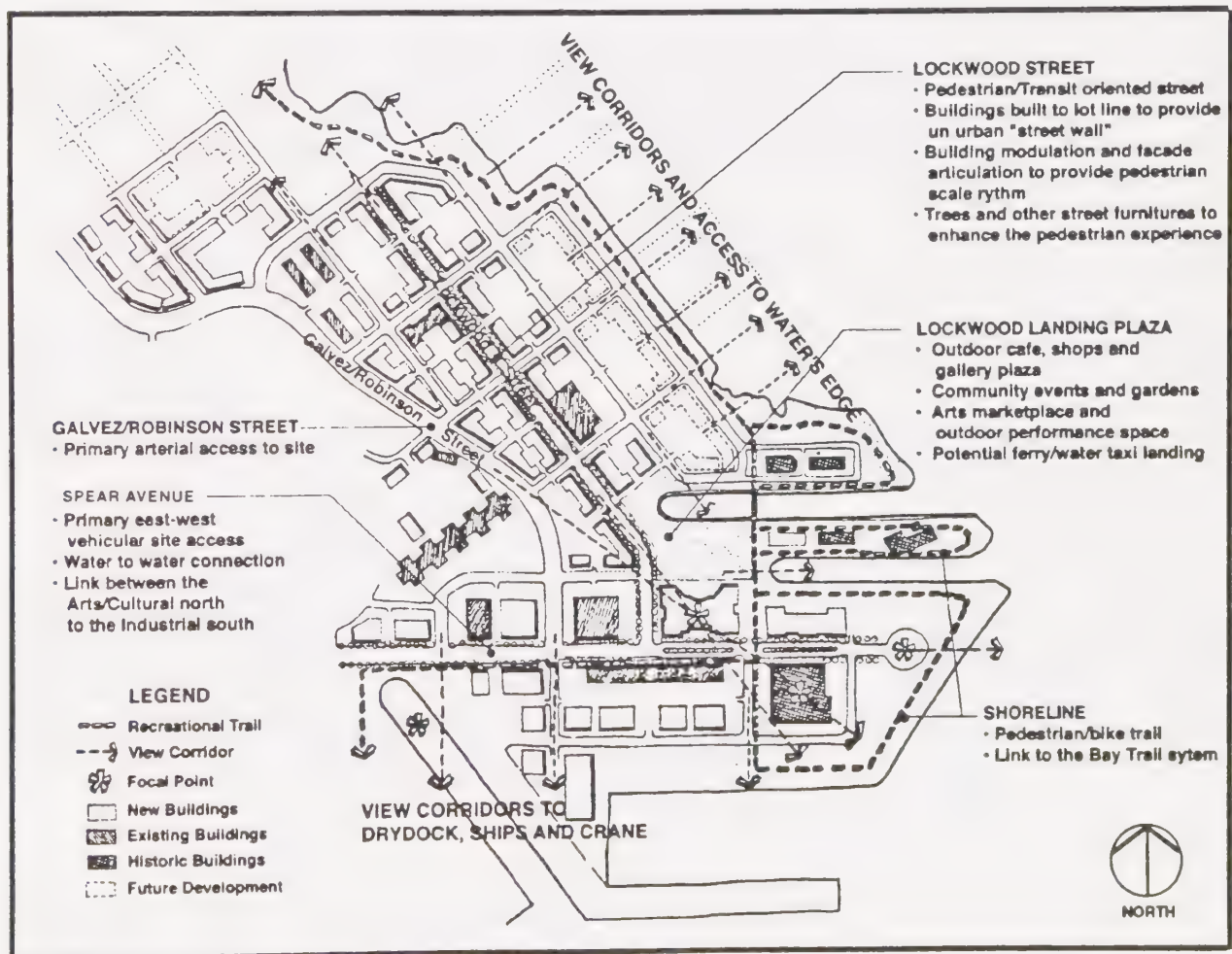
**Design  
Guidelines**

- Design Hill Point Park as a neighborhood park with educational components integrated throughout the park features .
- Design the park so it serves all age groups.
- Provide children's play area, sitting areas, picnic and barbecue areas, and areas for informal ball games.
- Leave the larger portion of the park as a flexible softscape which can be used and programmed according to the needs of the neighborhood residents.
- Enhance and frame views from the park.
- Provide an overlook area somewhat separate from the neighborhood portion of the park with hardscape, seating oriented towards the view, and parking.
- Plant trees and shrubs, to frame views, create spatial definition, provide wind protection and shady areas. Select plants which add sensory experiences through pleasing shapes, textures, colors, flowers and seasonal changes.
- Connect Hill Point Park via a foot path to the commercial areas on Spear Avenue to the west of the hill as well as to Central Sports Park and Lockwood Landing Plaza by a walkway and a formal staircase at the foot of the hill.

## AREA TWO (NORTH): LOCKWOOD LANDING

### General Concepts

The district north of the hill and Drydock 4 and bounded by the water's edge is proposed to be a moderate density commercial district with small scale development pattern. The Lockwood Street mixed-use area, the Lockwood Landing cultural area with educational/cultural facilities, and an urban multi-use plaza will be connected with a pedestrian and transit-oriented "main street" loop. The mixed use area on Lockwood will encourage upper story housing or live/work and a variety of commercial enterprises, artist studios, retail, and business services on the ground floor. It is important to provide a fine grain of development with frequent entrances, variation in building and activities to achieve an attractive visual character. These qualities are more important in this mixed use district than anywhere else on the Shipyard. Buildings will be three to five stories with parking oriented to alleys and side streets. Views and access to the waters edge and the major historical and cultural buildings should dominate the character of the area.



Lockwood Landing Urban Design Concept Plan



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**Lots &  
Frontage**

- *Maintain continuous street wall on Lockwood Street. No building setbacks on Lockwood Street.*
- In mixed use areas no more than 50 feet of ground level frontage should be devoted to a single use.
- Maintain streetwall for side streets. A minimum of 50 percent of frontage should be built edge or heavy landscaping.
- *No auto access or curb-cuts on Lockwood Street. Access parking from alleys and side streets only.*
- Maintain small scale rhythm with maximum building frontages of 50 feet.
- *Maximum distance between entrances should be no more than 50 feet.*
- Locate primary pedestrian building entrances on Lockwood Street.
- The typical lot width is 50 feet with varying lengths.

**Height**

- Lockwood Street: 50 feet maximum, two stories minimum; corners 60 feet max., 45 feet minimum within 50 feet of corner.
- Side streets: 40 feet maximum height.
- FAR exemptions should be considered for structured parking provided on site that exceeds parking requirements.
- *Live/work and housing above does not count toward FAR limit.*

**Architectural  
Details**

- All buildings (public and private) should have street-level windows, displays, or signs which allow pedestrians to understand their operations and products.
- *No blank walls facing streets (minimum 50 percent of block length transparent). Blank portions of walls should be detailed, textured, or modulated in a manner that is consistent with the small scale architectural character of this district.*
- Modulate building massing at 25 to 50 foot intervals.
- Vary materials and building articulation between ground and upper stories.
- Provide visual variety between adjacent buildings with distinct design, materials, colors, while maintaining complementary features.

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**Signs** •Provide pedestrian-scaled elements on ground floor facade (base/ledge, entries, window details, awnings).

•All signs shall be designed and constructed to be complementary elements in the total environment.

•Each sign shall identify only the user and/or use of the particular property or portion thereof.

•Each sign shall be of the size, shape, material, color, type of construction, lighting, and location to be in scale with and harmonious with development on its site and on adjacent sites in the subarea.

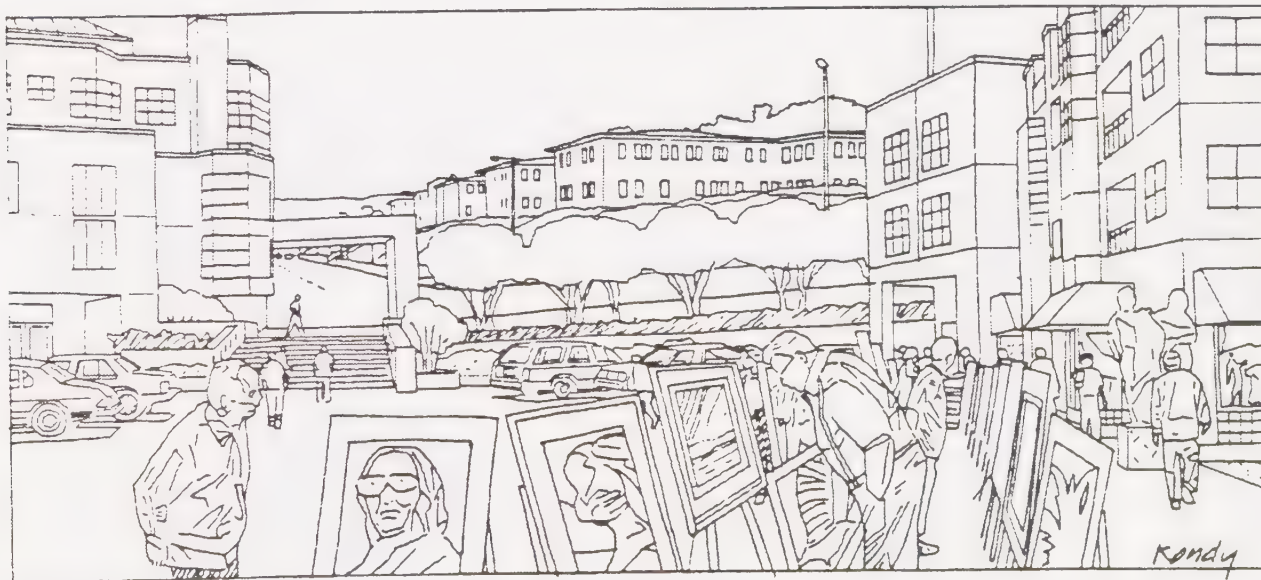
•*No blinking, flashing, moving, or rotating signs shall be permitted.*

•*No roof signs or signs projecting above the parapet of any building shall be permitted.*

•*The maximum area of signage permitted will be a total of two square feet per linear foot of frontage.*

•*In mixed use and residential districts, no signs are permitted above the first floor.*

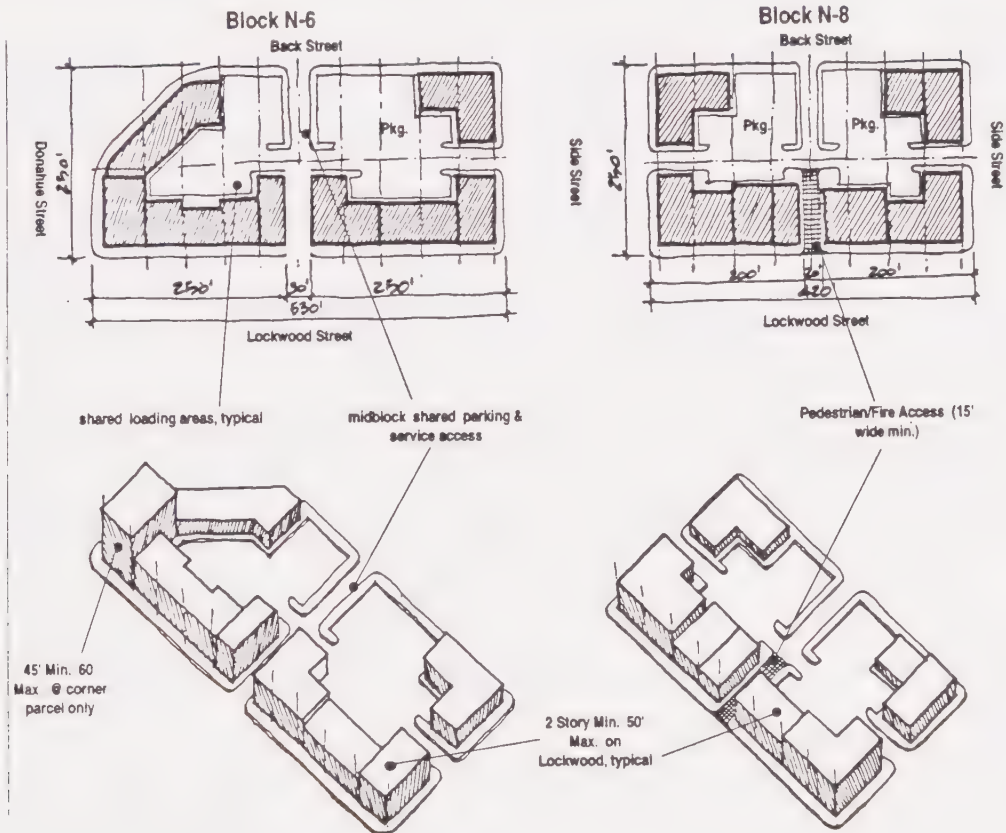
•Special features, lighting, and signage are encouraged at gateways and for important community buildings.



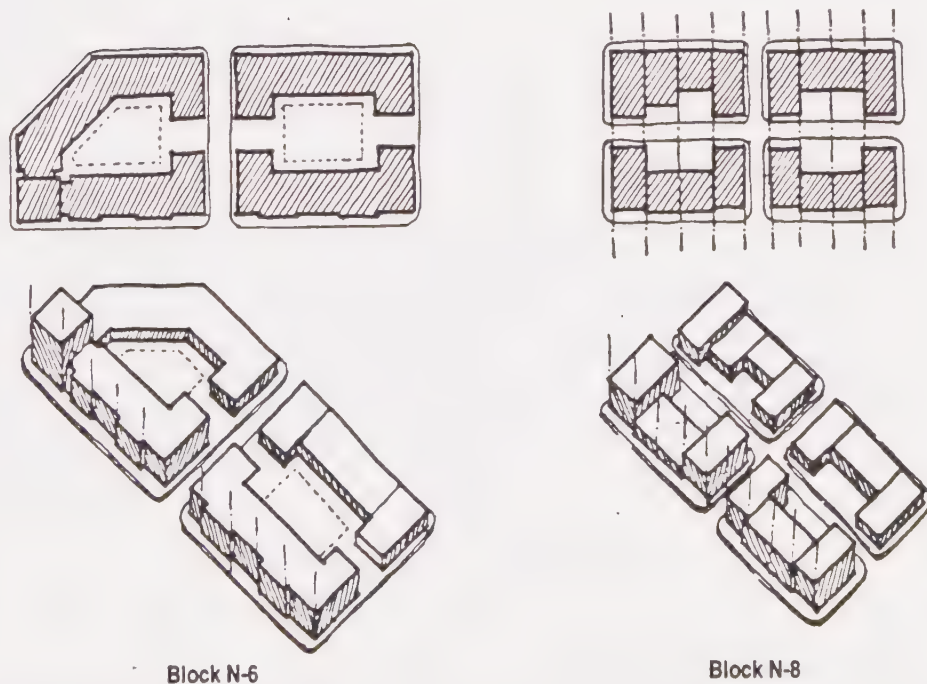
Lockwood Landing Plaza Area (Artist's Conception)

## EXAMPLES OF BUILD OUT PATTERNS

Assuming  
basic  
permitted FAR  
and shared  
parking on  
back street  
parcels



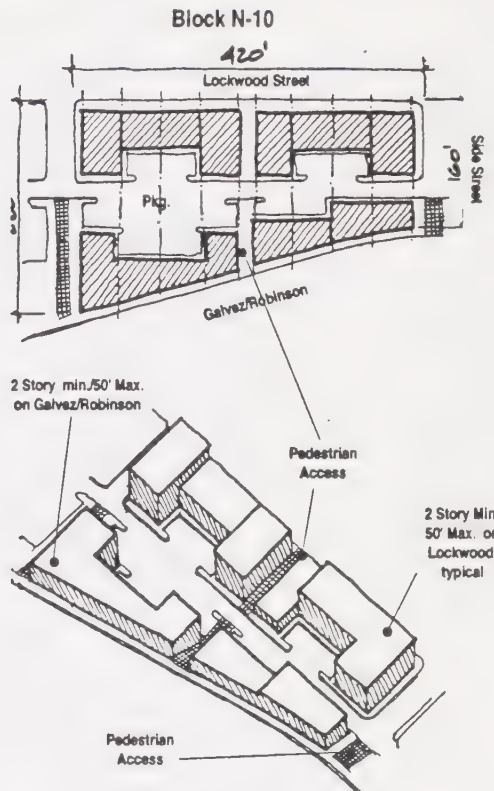
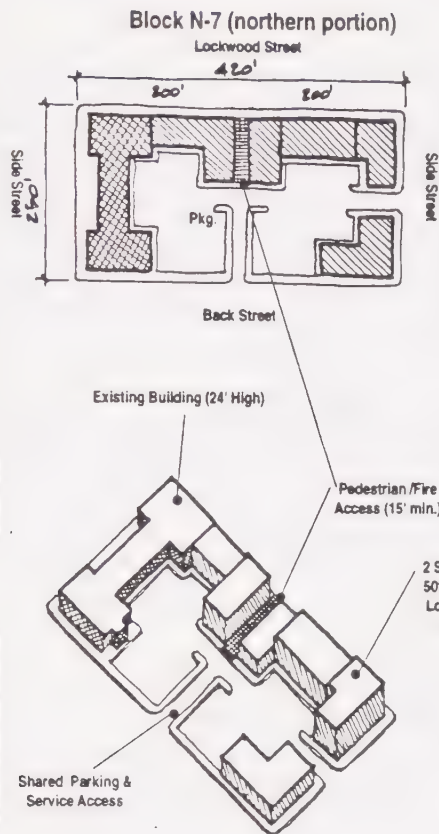
Assuming  
structured  
parking  
density bonus  
or off-site  
parking



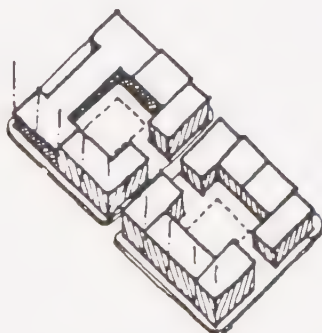
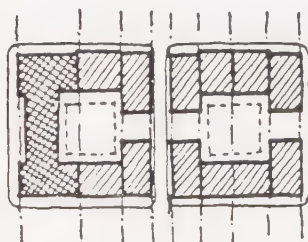
## Possible Development Patterns



Assuming  
basic  
permitted FAR  
and shared  
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parcels



Assuming  
structured  
parking  
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or off-site  
parking

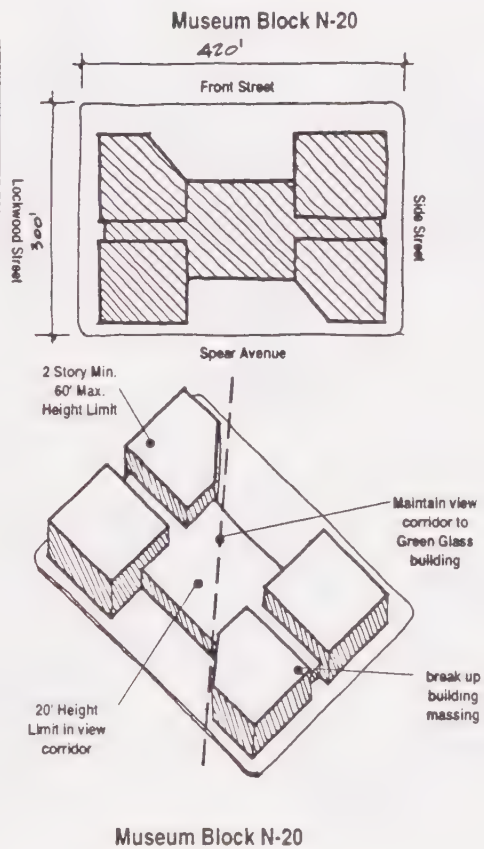


Block N-7 (northern portion)

Block N-10

# Possible Development Patterns

Assuming  
basic  
permitted FAR



## AREA TWO OPEN SPACE: LOCKWOOD LANDING PLAZA

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### Intent

This urban open space, approximately two and a half acres in size, represents the central focal point of the northern mixed use area, previously referred to as Lockwood Landing. This important urban open space is referred to here as Lockwood Landing Plaza. It is here that all uses and users - commercial, small business, restaurants, an arts market place, arts studios and museum will meet to take advantage of the unique waterfront characteristics of this site. Extending the daily activities on the site, this area can be programmed for daytime and evening uses serving employees and residents of the area, as well as the regional population drawn to attractive waterfront cultural and commercial activities. This plaza is also one of the possible locations for a ferry landing at the Shipyard.

Public plazas, performance spaces, quiet waterfront promenades and commercial uses will share magnificent views of the Bay Bridge, East Bay and South Bay. The plaza will wrap around the western end of historic Drydocks 3 and 2 and serve as a focal point for many uses. This area will provide access to the historic brick pump house structures that line the drydocks and are planned for restaurant and commercial reuse. The plaza will also serve as the southern gateway to Lockwood Street and invite use by residents, business people, artists and visitors.

The design character of this plaza takes advantage of its waterfront location by retaining both solid monumental character and engineering interest of the drydocks. This character features the detail and human scale of the historic pumphouses, inviting visitors to the edge of the site and of the City. It celebrates the views and the sense of regional orientation, beckoning all users of the Shipyard site to join in the many activities of this flexible space. Lockwood Landing Plaza is envisioned as having the most urban character of all of the open spaces in the Shipyard. Relating to the adjacent land uses as described above, the park will consist of three parts (please refer to the figure on the following page).

Part A- The Marketplace, at the foot of Lockwood Street, can serve as a gathering place for the entire Shipyard site. It is here that cafes, shops and galleries can spill out onto the plaza area. Outdoor markets could be held here. Visual and pedestrian links to Drydock 3 can be provided. This area would be predominantly paved.

Part B - This portion of the plaza is the larger portion of the open space at the end of Drydock 2. It will serve as a forecourt to Lockwood Landing cultural area, a complex of performance, display and museum spaces conceived for the blocks to the south. Portions of this space will be visible as the terminal point of Lockwood Street. Flexible use will be essential and should include some green space or intensive garden symbolizing the rebirth of the site. This is where large festivals, community events and outdoor performances can be held while also serving as a location for both permanent and temporary exhibitions of art in public space.

Part C - The promenade and pedestrian bridge will serve to bring people to the water's edge. This access to the water will provide a sense of the past uses and permit the wonderful passive enjoyment of the waterfront with links to the Bay Trail.



**Design  
Guidelines**

*Market Place, Part A*

- Design the market place as predominantly hardscaped (primarily using paving materials), a flexible space that serves as the central community open space.

- Provide a fountain or other three-dimensional element as focus for the space.

- Arrange shops and restaurants around the space and allow them to spill out into the plaza

- Locate the ferry /watertaxi stop at the main plaza.

*Museum Plaza, Part B*

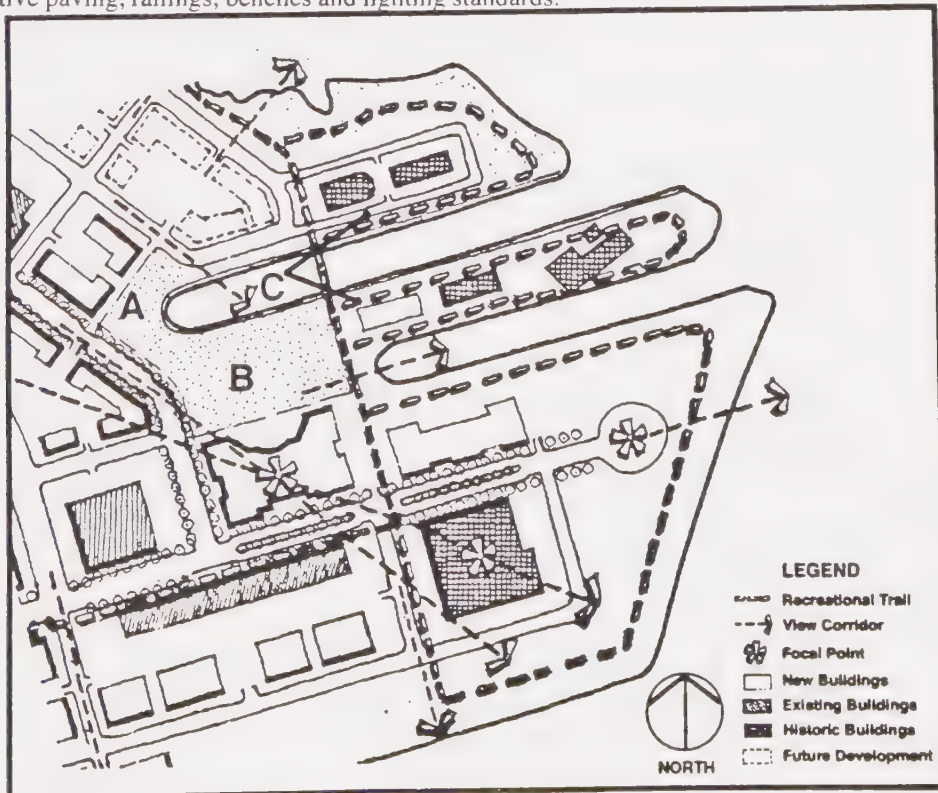
- Create an open space in front of the museum which is more passive and contemplative in character

- Design the space with paved, as well as landscaped, areas.

- Design a space which accommodates outdoor art shows and relates to the museum and its activities, consider the inclusion of a performance area.

*Promenade, Part C*

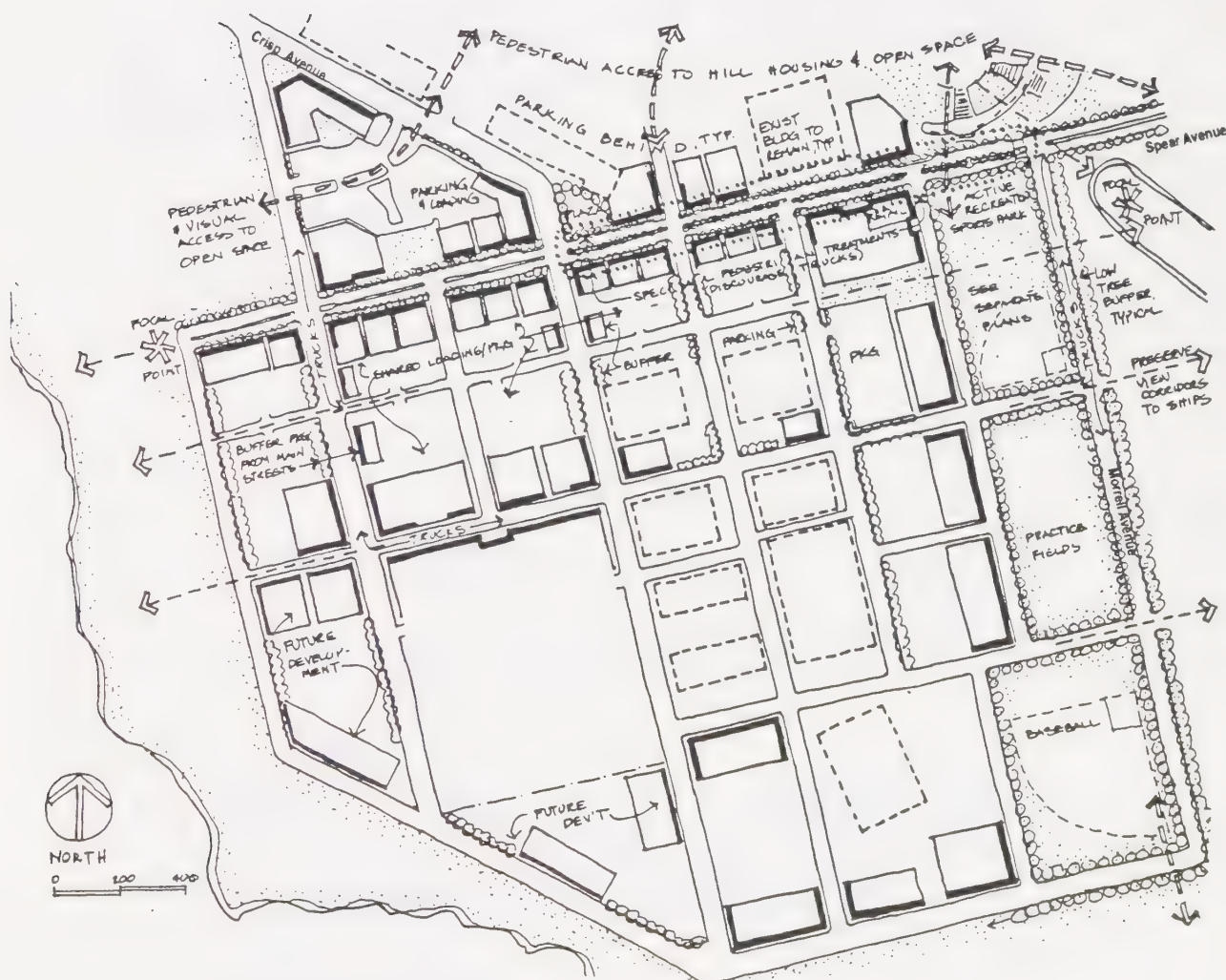
- Create a promenade around the inner edge of Drydock 2 which is urban in character, with attractive paving, railings, benches and lighting standards.



**Lockwood Landing Plaza Area Plan**

\_\_\_\_\_

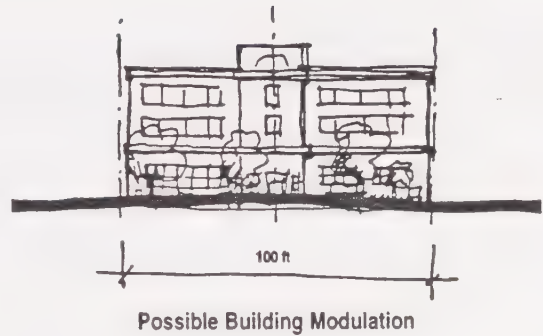
The district south of the hill and the Drydock 4 area is proposed for flexible large lot and low-rise development. The primary streets and open spaces should be bordered with a stronger built edge and landscaping. Although low in density, the development should be of an urban character. On southern Spear Avenue, the mixed-use district and Research and Development land use areas should be between two and six stories, designed to encourage pedestrians and transit use. The ground floors along this street should be devoted to business services, retail, or other active uses, with upper story live/work and residential uses encouraged.



## Southern Area Urban Design Concept Plan

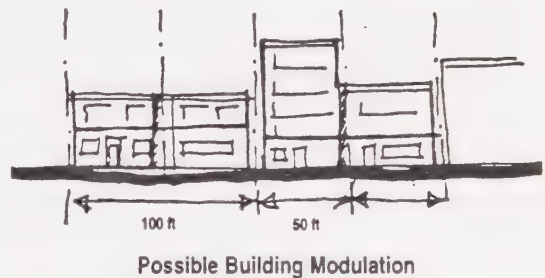
## **Lots & Frontage**

- The standard lot is 50 feet by 250 feet fronting on Spear Avenue.
- Continuous street wall on Spear Avenue.
- Maintain street wall on side streets: 50 percent of frontage should be built edge or heavy landscaping .



- No auto access or curb-cuts on Spear Avenue. Access parking from alleys and side streets only.*

- No building setbacks on Spear Avenue.*



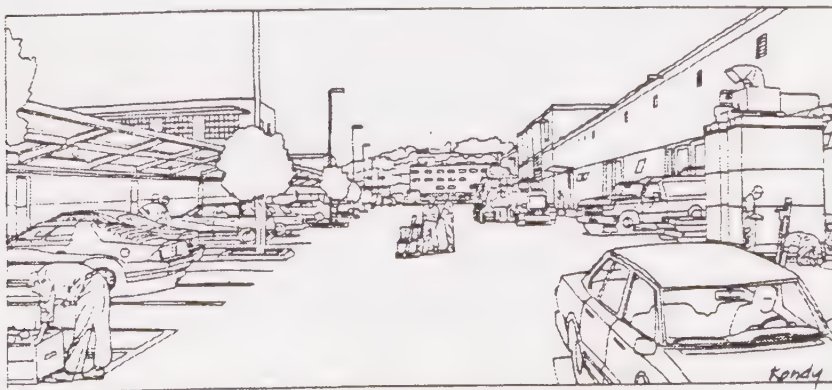
- Vary materials and building articulation between ground and upper stories.

- Maintain moderated scale and rhythm with maximums of 100 feet of continuous frontage per building.

- Locate primary building entrances on the street side of buildings, if secondary entrances are oriented to parking areas.

## **Heights**

- Minimum two stories fronting Spear Avenue*
- FAR exclusions for structured parking that exceeds on-site parking requirements.*
- Live/work or housing, where permitted, should not count in FAR calculations.*



View of Service Access Street (Artist's conception)



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**Architectural  
Details**

- Modulate building massing at a maximum of 50 foot intervals.
- All buildings (public and private) should have street-level windows, displays, or signs which allow pedestrians to understand their operations and products.
- No blank walls facing Spear Avenue and a minimum 50 percent of block length should be transparent. Blank walls visible from public streets should be detailed, textured, or modulated.
- Provide visual variety between adjacent buildings with distinct design, materials, colors, while maintaining complementary features.
- Provide pedestrian-scaled elements on ground floor facade (base/ledge, entries, window details, awnings)
- Landscaping encouraged in sidewalks on Spear Avenue.
- Provide street trees every 25 to 30 feet.*
- Provide benches every 100 feet (Spear Avenue only).

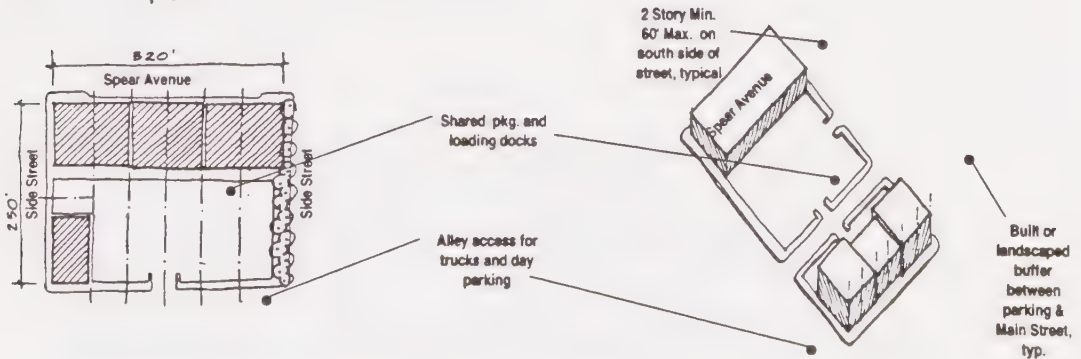
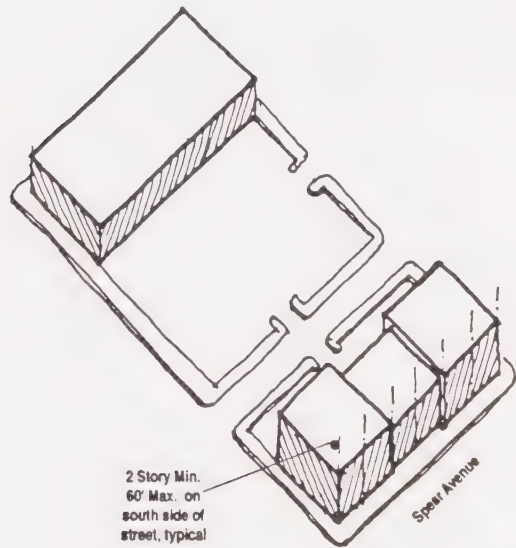
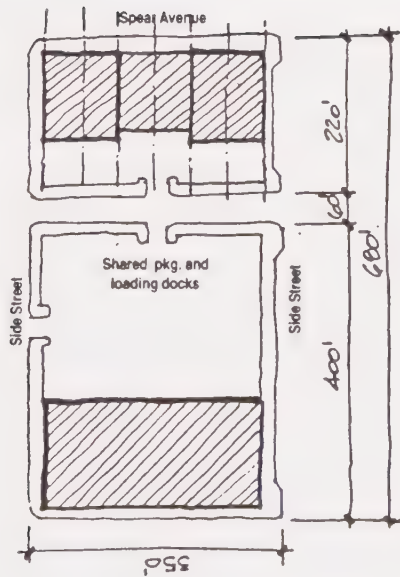
**Signs**

- All signs shall be designed and constructed to be complementary elements in the total environment.
- Each sign shall identify only the user and/or use of the particular property or portion thereof.
- Each sign shall be of the size, shape, material, color, type of construction, lighting, and location to be in scale with and harmonious with development on its site and on adjacent sites in the subarea.
- No blinking, flashing, moving, or rotating signs shall be permitted.*
- No roof signs or signs projecting above the parapet of any building shall be permitted.*
- The maximum area of signage permitted will be a total of 2 square feet per linear feet of frontage.*
- In mixed use and residential districts, no signs are permitted above the first floor.*

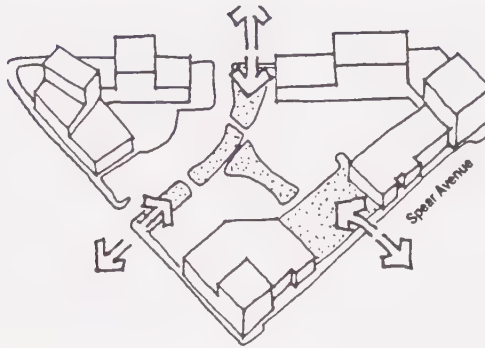
Specific  
Design  
Guidelines

- *Building entrances at 50 feet maximum spacing.*
- *Ground level single-use frontage 50 feet maximum.*
- *Pedestrian-oriented active services and retail encouraged.*

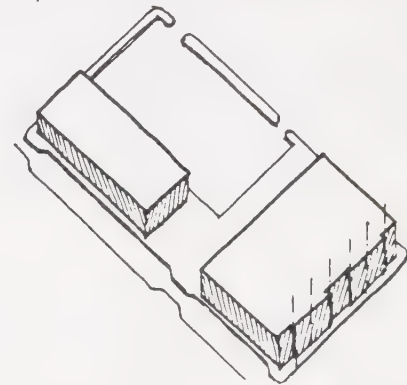
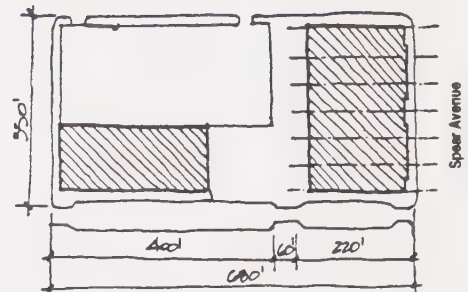
Possible  
Development  
Patterns



**Possible  
Development  
Patterns**

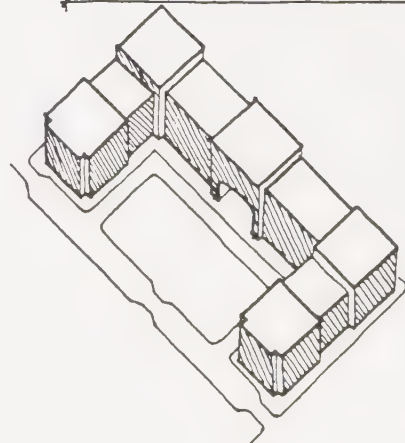
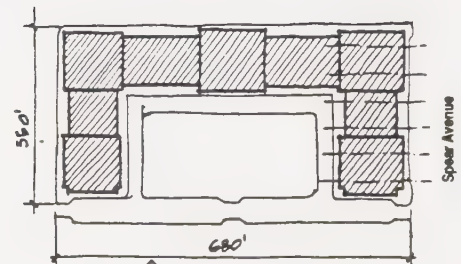


possible development massing



**Specific  
Design  
Guidelines**

- Northwest corner at Crisp Avenue -- accentuate corner/edge.
- Semi-continuous building frontages (60 percent of frontage minimum).
- Block can be designed/developed as a whole .
- Interior open space, but visible/accessible from the street.
- Build out all three corners to accentuate edges.





## AREA THREE OPEN SPACE: CENTRAL SPORTS PARK

---

**Intent** "Central Sports Park," a major 15 acre sports and recreation facility, is planned in the southeast portion of the Shipyard. Roughly the size of the City's Dolores Park, this park will physically link the Hill Point park at the south end of Hunters Point Hill with the waterfront open space at the southern tip of the site. Neighboring uses are the education cultural center and industrial uses to the west, and maritime uses on the east side. Baseball diamonds, soccer fields, basketball courts, tennis courts and other sports facilities will provide recreational opportunities not only for residents of the Shipyard, employees of the adjacent industrial and research and development firms, but also for students at the job training center, employees of Shipyard businesses in the northern sector, and the nearby Bayview Hunters Point neighborhood. In addition, the facilities will also serve the citywide demand for playing fields.

The objective is to develop active recreation facilities that serve the Hunters Point community as well as satisfy citywide demand.

**Design Guidelines** The active recreation facilities will occupy three city blocks. The two northern blocks (Blocks 1 and 2) will be 300 feet by 600 feet in their outer dimensions. The southernmost block (Block 3) will measure 485 feet by 600 feet. The three blocks are aligned along the eastern edge, so that a continuous view corridor is maintained. Block 3, though, will extend further to the west in order to accommodate regulation size soccer and baseball fields. Parking should be arranged along the streets, and night lighting should be provided.

### Block 1:

- Provide standard tennis courts.
- Provide full-size basketball courts.
- Provide practice soccer field, and one combination little league / softball diamond with concrete pad for bleachers.
- Consider a softly sculpted lawn area for passive recreation with trees and shrubs as wind barriers and to create sunny as well as shady areas.
- Provide rest rooms.
- Place drinking fountain on the site.
- Plant trees around the perimeter to create subareas.
- Locate a recreation building which will accommodate a full basketball court, exercise room, office for a recreation director and rest rooms.
- Provide children's playground and picnic area next to recreation building so groups of all ages can seek out recreation facilities together.

### Block 2:

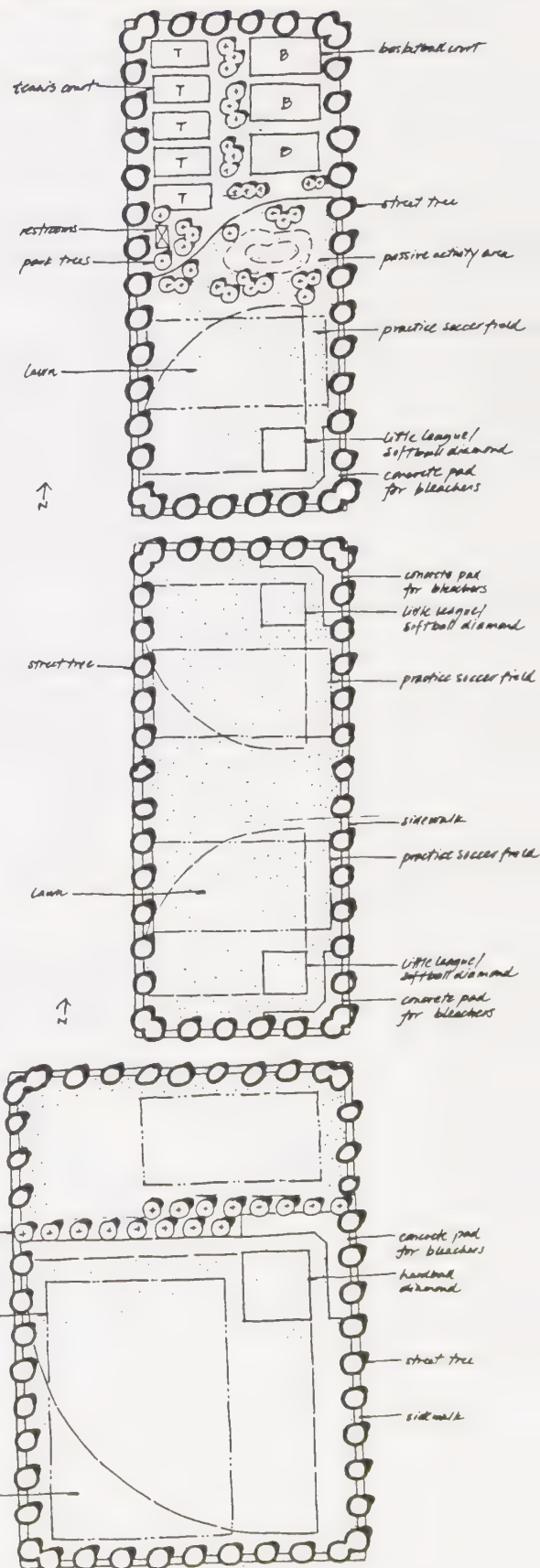
- Provide two practice soccer fields or one regulation size soccer field.

- Create two combination little league / softball diamonds.

- Plant trees around the perimeter.

### Block 3:

- Provide one regulation size soccer field.
- Create a hardball diamond with cinder infield and concrete pad for bleachers.
- Plant trees around the perimeter and use planting to provide spatial definition and wind protection.



## AREA FOUR: WATERFRONT OPEN SPACE

---

### Intent

Hunters Point Shipyard, oriented toward San Francisco Bay, occupies a significant portion of San Francisco's southern waterfront. The Shipyard overlooks Candlestick Park and the San Bruno hills to the southwest, the East Bay waterfront and distant hills to the east, the Bay Bridge and Yerba Buena Island to the northeast, downtown San Francisco to the north, and the industrial India Basin to the northwest. These waterfront aspects represent tremendous recreational and aesthetic amenities that the development of Hunters Point Shipyard will further enhance. The objective is to maintain and enhance significant segments of the Hunters Point Shipyard shoreline for public access and recreation.

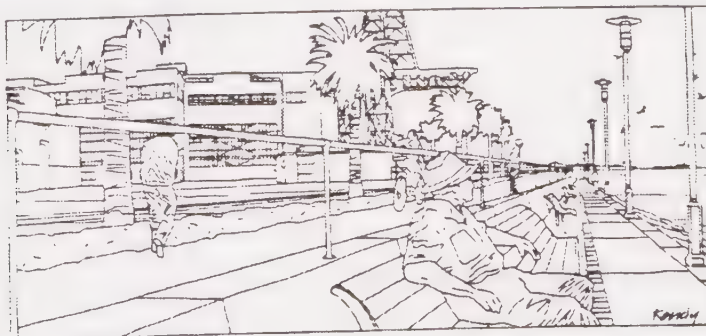
Recreational walkers and bicyclists will be accommodated on an extension of the Bay Trail located in an open space corridor along much of the Shipyard's shoreline. This corridor should feature areas of meadow and natural plants, boat and fishing piers, viewing platforms, conveniently-located benches and parking areas at the "trailheads". It should provide the opportunity for linking up with the regional Trail's alignments to the north and the south. Wetland portions of this waterfront open space area may be candidates for restoration.

The northeastern waterfront open space adjacent to the mixed use and educational/ cultural/ historical districts will have a more urban character. Located just steps away from Lockwood Street's shops, galleries and restaurants as well as the historic buildings near Drydocks 2 and 3, these waterfront promenades provide spectacular views of San Francisco Bay, including downtown San Francisco, the Bay Bridge and Yerba Buena Island, and the waterfront and distant hills of the East Bay.

### Design

#### Guidelines

- Provide opportunities for maximum public access and use of the waterfront.
- Provide a corridor for the Bay Trail (hiking and bicycle access) close to the Bay shoreline, and linking up with the regional Bay Trail alignments to the north (India Basin), and south (South Basin and Candlestick Point State Recreation Area).
- Restore shoreline areas to wetlands or native habitats where appropriate.
- Consider the development of a small boat harbor/marina, with the potential for future ferry and water taxi service linking the Shipyard with other shoreline areas in the City and the Bay Area.





#### IV. DEVELOPMENT STANDARDS

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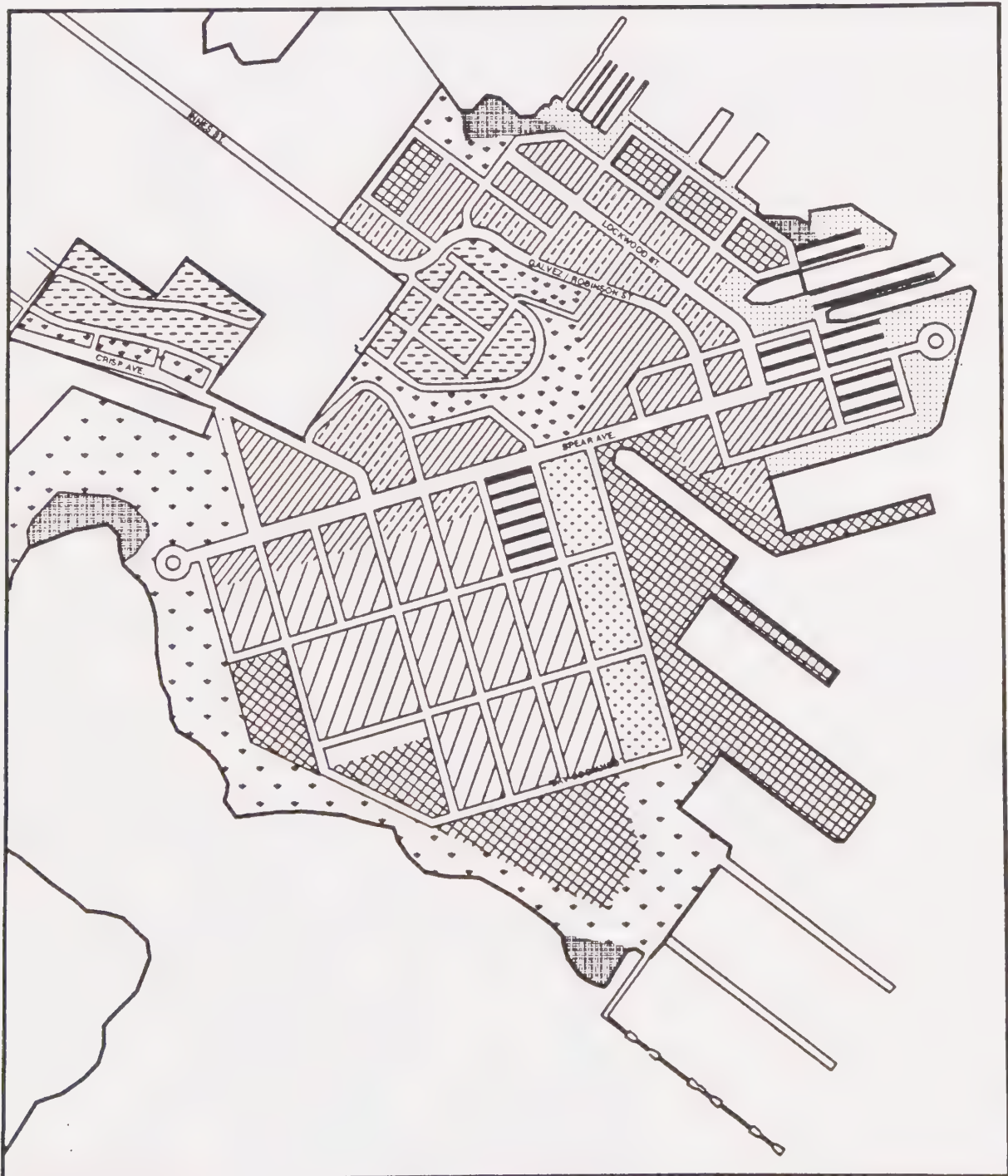
The maps on the following pages present overviews of the entire Hunters Point Shipyard project area. The following four maps establish *development standards* for:

- a. Land Use,
- b. Height Limits and Bulk Standards,
- c. Floor Area Ratios, and
- d. Dwelling Unit Density Standards.

These maps present a general overview of the *development standards*. Unless otherwise noted, these maps comprise the *development standards* for the Shipyard.



# GENERAL LAND USE STANDARDS



Hunters Point Shipyard

## LAND USE

HUNTERS POINT  
SHIPYARD

Office of Military Base Conversion

-  Education & Cultural
-  Industrial
-  Research & Development
-  Residential

-  Mixed Use  
Business Service  
Retail  
Artist Studio  
Live/Work  
Residential
-  Future Development

- Open Space
  -  Passive
  -  Active
  -  Urban Open Space
  -  Natural Waterfront  
Restoration

0 100 200 400 600  
SCALE IN FEET



---

**Targeted Land Uses** The following uses are the targeted land uses for the respective areas of the Shipyard. Due to the overall arts and industrial theme for the Shipyard development, arts related spaces as defined in Section 102.2 of the San Francisco Planning Code should be permitted in all of these general land use classifications.

**Industrial**

Generally uses permitted in M-1 Zoning classifications as defined in Article 2 of the San Francisco Planning Code.

**Special targeted uses include:**

Medicinals and botanicals  
Biological products  
Trucking and courier services  
Wholesale sales  
Equipment leasing  
Food products  
Chemicals and allied products  
Primary and fabricated metals  
Electrical, electronic equipment and parts  
Airport related ground transportation  
Auto related services  
Motion picture production  
Printing and publishing  
Warehousing and distribution

**Research and Development**

Generally uses permitted in M-1 Zoning classifications as defined in Article 2 of the San Francisco Planning Code.

**Special targeted uses include:**

Surgical, medical appliances and supplies  
Ophthalmic goods  
X-ray apparatus and tube  
Diagnostic substances  
Electromedical equipment  
Data processing

**Mixed Use**

Generally uses permitted in SLR Zoning classifications as defined in Article 8, Section 816 of the San Francisco Planning Code.

**Special targeted uses include:**

Artist studios  
Live/Work spaces  
Residential  
Galleries  
Recording studios  
Engineering research and development  
Small education and health services  
Small warehousing and distributions  
Business and arts services  
Real estate and insurance  
Hotel and conference facilities  
Local serving retail

**Cultural and Institutional**

Generally uses permitted in C-1 Zoning classifications as defined in Article 2, Sections 217 (e-i), 218 and 221(a-h) of the San Francisco Planning Code.

**Special targeted uses include:**

Large education and training facilities  
Museums  
Theaters  
Specialty retail  
Restaurants  
Galleries  
Conference facilities

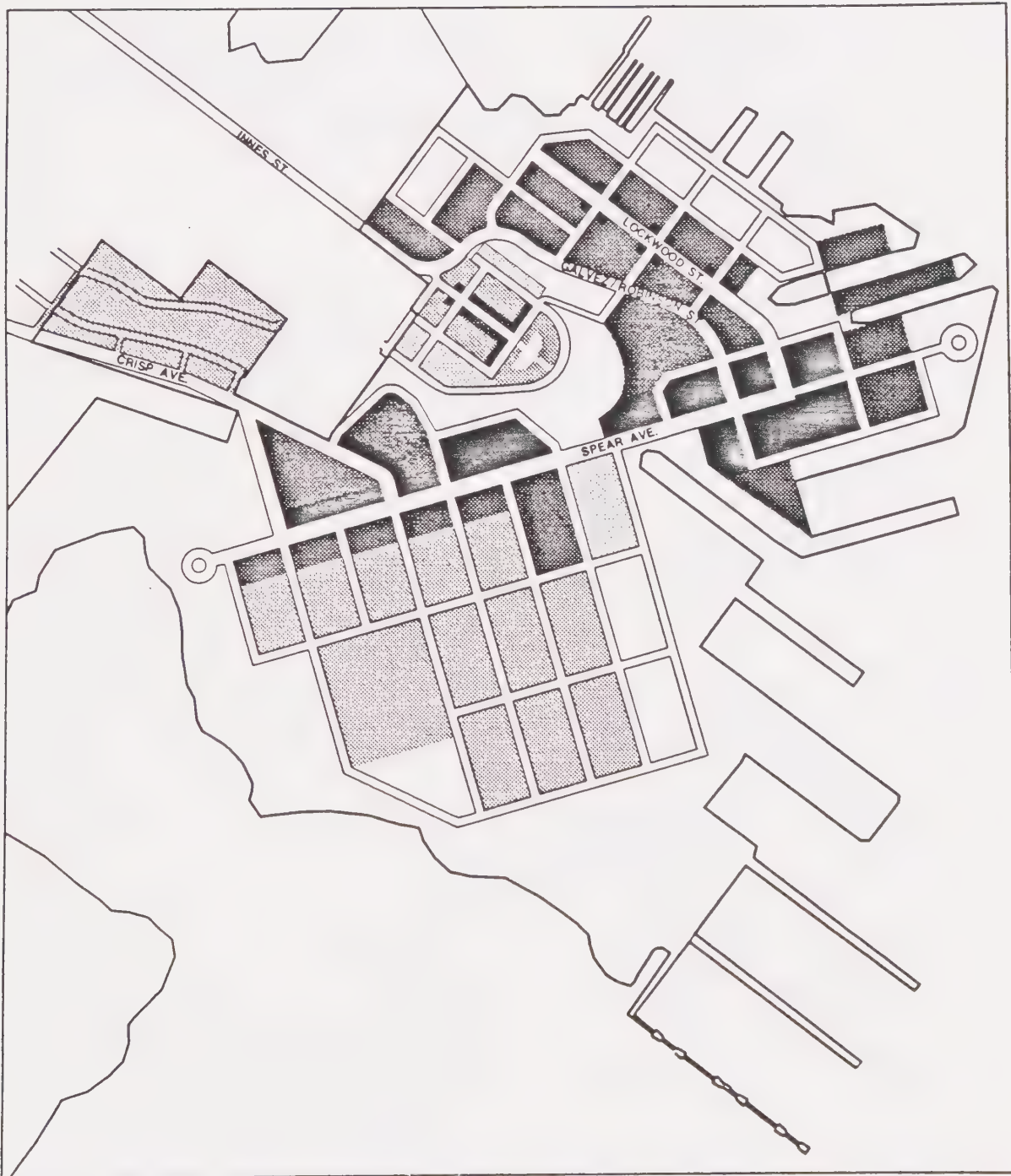
**Residential**

Dwelling units ranging in type from single family to multi-family residential developments providing a full range of community determined affordability needs. Within the residential district at the top of the hill small corner neighborhood commercial uses as defined in Section 710 of the San Francisco Planning Code.

**Open Space**

Urban Hard Scape  
Active Recreation  
Passive Recreation  
Wetlands Restoration





Hunters Point Shipyard

## HEIGHT LIMITS & BULK

0 100 200 400 600  
SCALE IN FEET

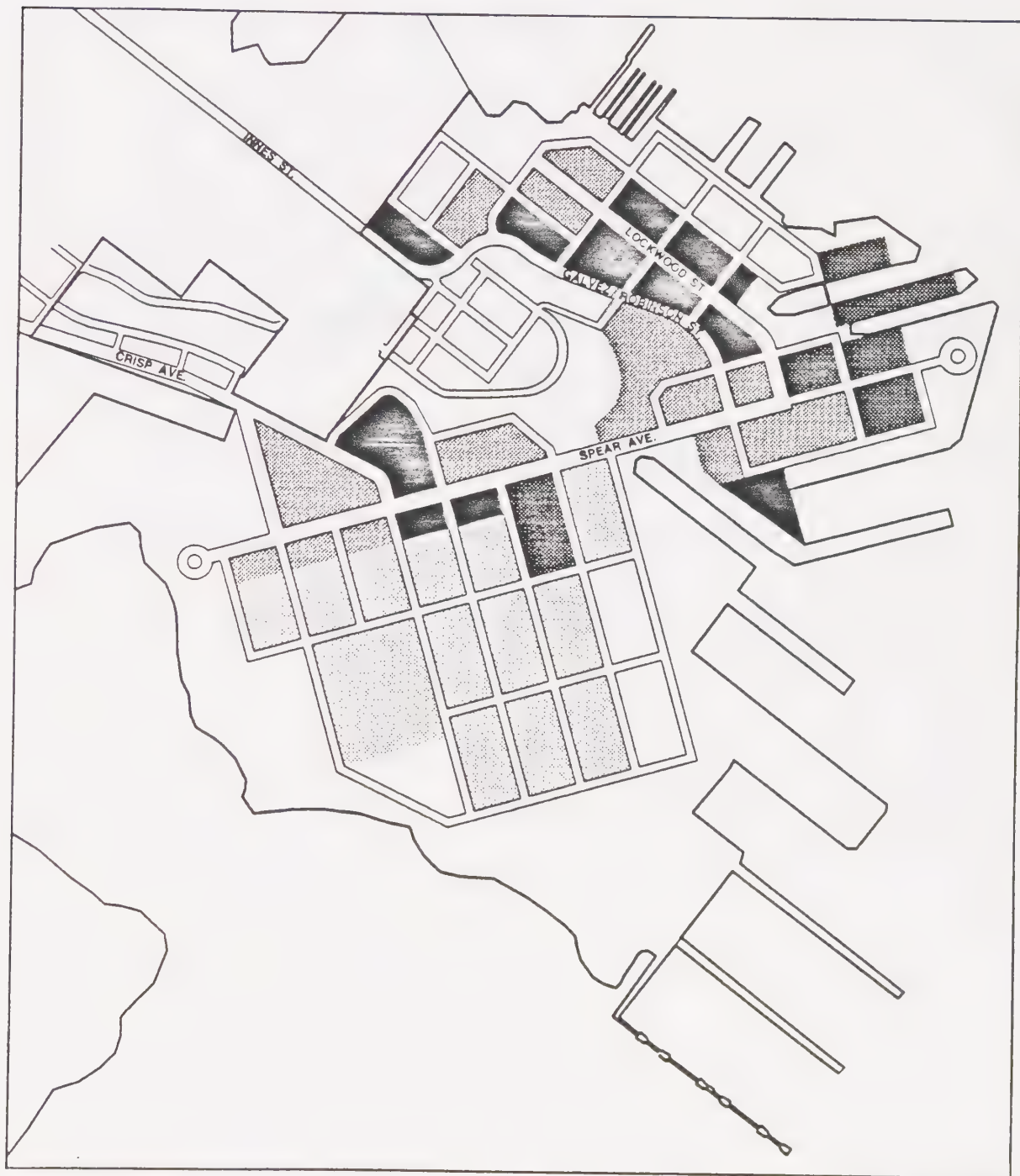


**HUNTERS POINT  
SHIPYARD**

Office of Military Base Conversion

### LEGEND

Height	60'	50'	40'	32'
Bulk	A	A	X	n/a



Hunters Point Shipyard

## FLOOR AREA RATIO

0 100 200 400 600  
SCALE IN FEET



HUNTERS POINT  
SHIPYARD

LAND USE PLAN

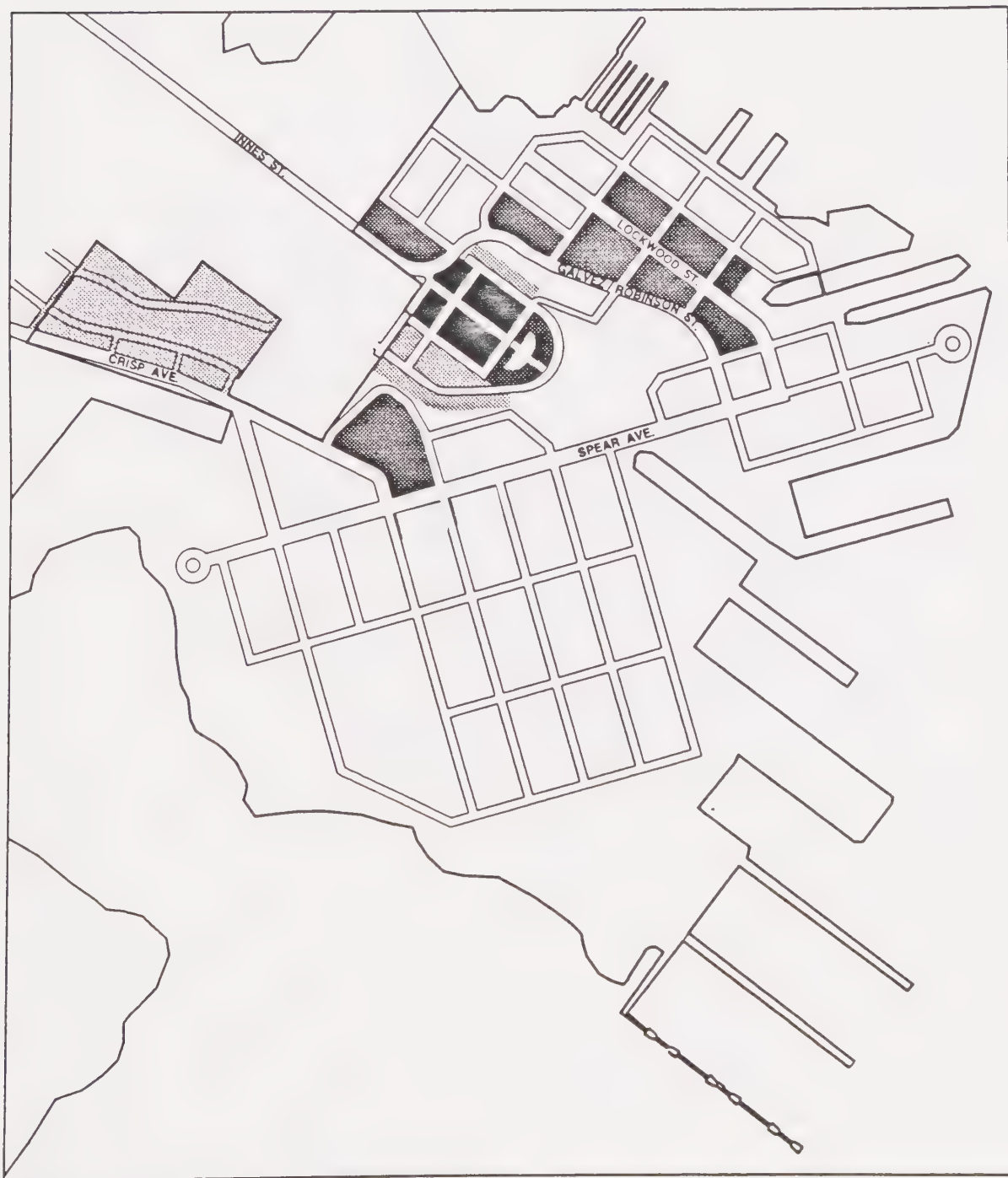
Office of Military Base Conversion

LEGEND

FAR



2.0:1 1.0:1 0.75:1 0.5:1



Hunters Point Shipyard

## DWELLING UNIT DENSITY

0 100 200 400 600  
SCALE IN FEET



**HUNTERS POINT  
SHIPYARD**  
LAND USE PLAN

Office of Military Base Conversion

### LEGEND



Unit Density 1/600 1/800 1/1,500



## CREDITS

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